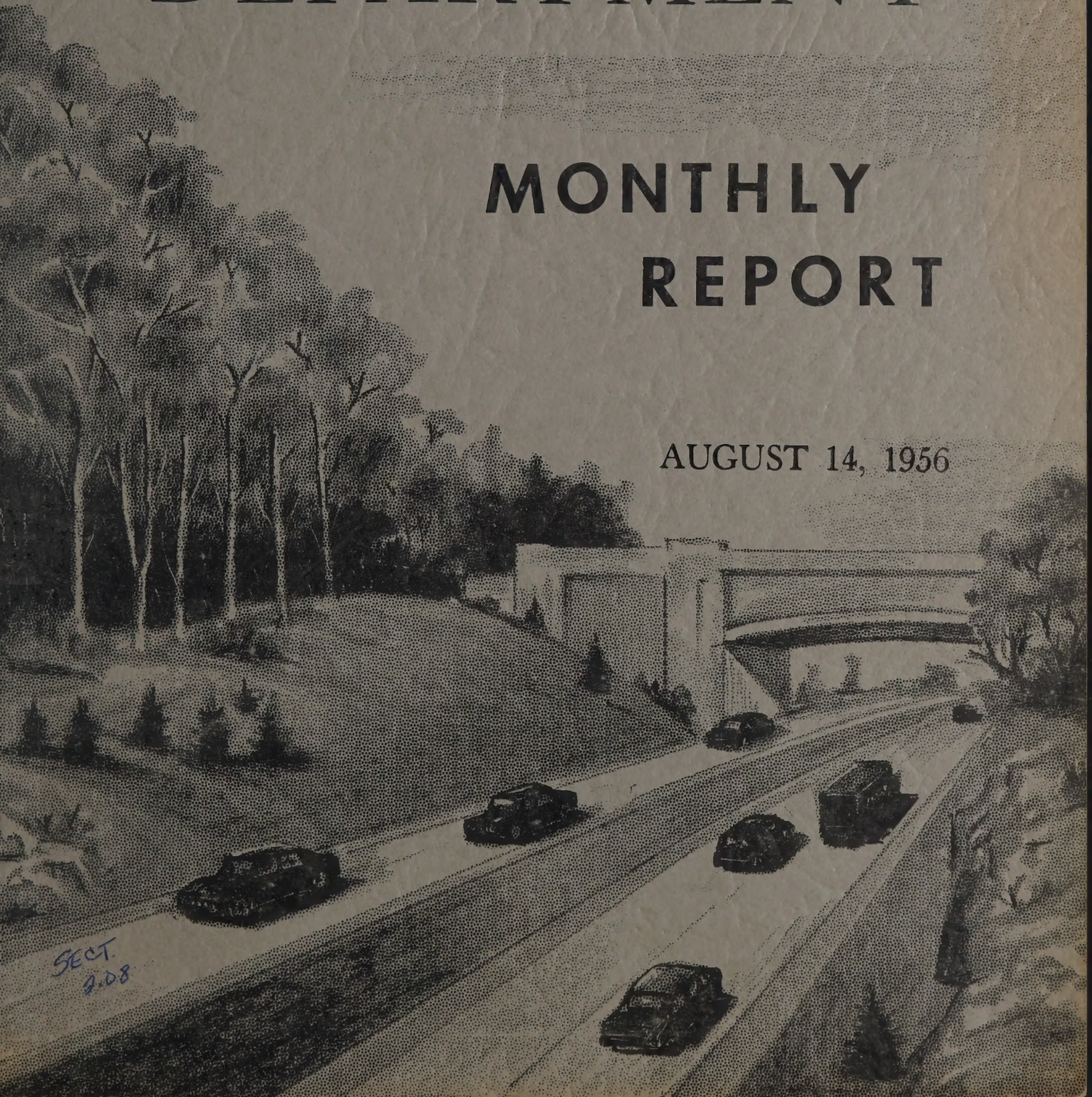


STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

AUGUST 14, 1956



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MIDDLESEX FREEWAY

Municipalities through which the Middlesex Freeway will extend, between Routes U. S. 1 and U. S. 22, have agreed upon the route alignment recommended by our consultants and concurred in by the State Highway Department. Because of some local citizen agitation, Perth Amboy has not yet approved the line although neighboring Edison and Woodbridge townships are satisfied with the recommended alignment and believe it will cause the least amount of property damage. On July 31 officials of Woodbridge Township and Perth Amboy visited us with Middlesex County Freeholders in an effort to settle the Perth Amboy situation. Again on August 2 we sat down with the municipal engineers of both towns. To date Perth Amboy is not completely satisfied; neither have they come up with an alternate proposal. In the meanwhile our engineers are proceeding with property surveys within the areas of agreement and are establishing control points for aerial surveys.

ESSEX COUNTY HIGHWAY PLAN

On August 9 we were visited by a delegation from Essex County relative to that county's present and future primary highway requirements. The group was composed of Anton Hagios, Executive Director of the N. J. Citizens Highway Committee; John J. MacGovern, Chairman of the Essex County Municipal Highway Committee; Edward Cyr, Newark Traffic Engineer; Robert Hoover, Newark Planning Officer; and Henry Connor, Executive Director, Essex County Municipal Committee.

They presented a map showing what they believe to be the primary highway requirements of the county, the major portion of which is in conformity with our thinking including the Essex East-West Freeway.

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ESSEX COUNTY HIGHWAY PLAN, cont'd

The status of the Freeway remains much the same as last month except that we are making application for its inclusion in the National System of Interstate Highways under the extension of that system from 40,000 to 41,000 miles. In order to qualify for interstate status it will be necessary that it join with Route U. S. 1 on the east and perhaps Route 202 to the west.

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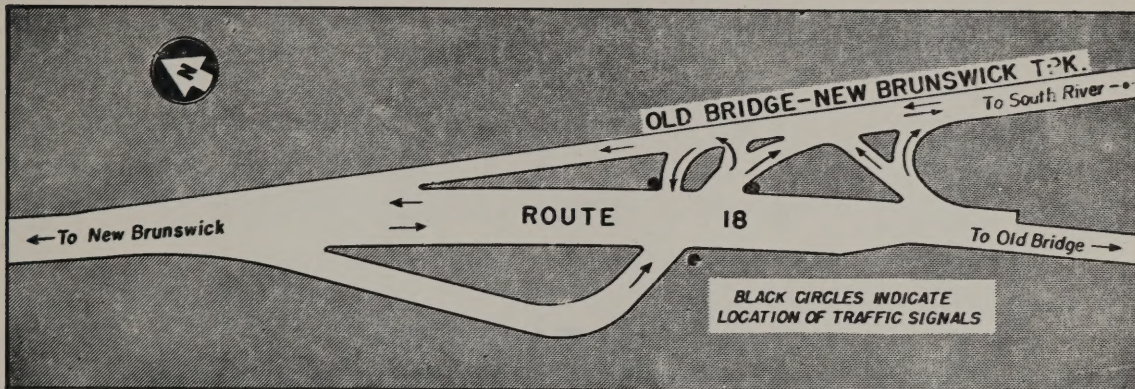
CONSTRUCTION - BIDS

July 17 - Route U. S. 206 - Chester Township, Morris County - Pavement Widening	\$ 166,894.04
July 17 - Route 28 - Somerville, Somerset County, Pavement Resurfacing	23,125.00
July 17 - Route U. S. 206 - Mansfield Township, Burlington County - Grading, Paving, Bridges	1,103,890.69
July 24 - Route 3 - Township of Little Falls and City of Clifton, Passaic County - Pavement Widening	530,474.95
July 24 - Route 37 - Dover and Berkeley Townships, Boroughs of Seaside Heights and Seaside Park, Ocean County - Dual Roadway, Interchange and Bridges	2,897,628.94
July 31 - Route 10 - West Orange, Essex County - Pavement Widening and Resurfacing	144,803.10
	<u>\$4,866,816.72</u>

ADVERTISEMENTS

August 14 - Route 72 - Stafford Township, Ocean County, Superstructure of Manahawkin Bay Bridge.
August 14 - Route 23 - Franklin and Hardyston Townships, Sussex County - Pavement Widening.

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TRAFFIC RECORDER REPORTS

Above is illustrated another of the many intersection improvements that the Department is prosecuting throughout the State. This one is on Route 18 in East Brunswick Township, a short distance south of where the Turnpike crosses under Route 18. It is widely used by traffic going to and coming from the Turnpike and New Brunswick area when the origin or destination is the South River, Parlin, Sayreville - a rapidly developing industrial and residential area.

Formerly a "Y" intersection, the accident rate was exceedingly high due to the heavy traffic load and confusion developed by reason of its being a "wide open" area where the traffic was not confined to a definite pattern.

The contract for installing the channelization and traffic light control system was awarded this month to the Kingston Bituminous Products Co., of Kingston, N. J.

AUTOMATIC TRAFFIC RECORDER REPORTS

JUNE 1956

Prepared by
NEW JERSEY STATE HIGHWAY DEPARTMENT
in cooperation with
U. S. Department of Commerce
Bureau of Public Roads

JUNE

Route Number	Location	Dir.	Year	Aver. Wkdy. Tue. Wed. Thu.	Aver. Sat.	Aver. Sun.	Monthly Aver. Day	% Gain or Loss	1955 AADT*
U.S. 1	W. Windsor Twp., Mercer Co., 0.125 mile north of Rt. 533	S. B.	1955 1956	8748 8207	7557 6912	8906 8226	8719 8129	- 6.8	8125
U.S. 9	Edison Bridge, Woodbridge Twp., Middlesex Co., at Keasby St. ramp	N. B.	1955 1956	18715 19751	22171 23628	29137 29222	20836 21777	+ 4.5	17487
U.S. 9	Seaville, Upper Twp., Cape May Co., 0.4 mile south of Rt. 50	N. B.	1955 1956	2137 2024	2569 2912	5922 6366	2769 2809	+ 1.4	2093
U.S. 22	Annandale, Clinton Twp., Hunterdon Co., 300 ft. East of Central R.R. Bridge	E. B.	1955 1956	7419 8799	7124 7946	12328 14576	8277 9614	+ 16.2	8048
U.S. 22	Bridgewater Twp., Somerset Co., 1.1 mile west of Rts. U.S. 206 and 202	E. B.	1955 1956	7183 8420	6975 7950	12427 13988	8049 9286	+ 15.4	7708
U.S. 22	Hillside Twp., Union Co., under Public Service R.R. Bridge Overpass	E. B.	1955 1956	28826 31273	25050 26294	25368 27410	27763 30072	+ 8.3	26148
U.S. 30	Atlantic City, Atlantic Co., 0.5 mile east of Delilah Road	W. B.	1955 1956	10260 10561	11359 12330	15086 15699	11076 11400	+ 2.9	9823
U.S. 40 & U.S. 322	Pleasantville, Atlantic Co., between Noah's and Doughty Roads	W. B.	1955 1956	5395 5698	6690 7118	9778 9585	6254 6455	+ 3.2	5579
U.S. 46	Ledgewood, Roxbury Twp. Morris Co., South of Arlington Ave.	E. B.	1955 1956	9808 10666	11514 13123	17353 18740	11259 12331	+ 9.5	9750
U.S. 130	East Windsor Twp., Mercer Co., 0.4 mile north of Rt. 539	N. B.	1955 1956	6124 6195	4364 4330	6909 6878	5924 5939	+ 0.3	5709
U.S. 130	Pennsauken Twp., Camden Co., 0.5 mile north of Westfield Ave.	S. B.	1955 1956	13885 14546	11057 11665	10864 11289	13174 13718	+ 4.1	13242
U.S. 130	West Deptford Twp., Gloucester Co., between Woodbury Creek and Red Bank Ave.	S. B.	1955 1956	8620 9522	6724 7325	5973 6389	8035 8882	+ 10.5	7562

JUNE

Route Number	Location	Dir.	Year	Aver. Wkdy. Tue. Wed. Thu.	Aver. Sat.	Aver. Sun.	Monthly Aver. Day	% Gain or Loss	1955 AADT*
U.S. 202 & N.J. 69	Raritan Twp., Hunterdon Co., 300 ft. east of County Road 11	E. B.	1955 1956	3090 2977	4057 3482	4793 4290	3570 3311	- 7.3	3018
N.J. 17	Ramsey, Bergen Co., between Crescent and Airmont Avenues	S. B.	1955 1956	11847 12087	13364 12188	22732 19204	13992 13411	- 4.2	12966
N.J. 23	Pequannock Twp., Morris Co., between River Drive and Rt. 511 Alt.	E. B.	1955 1956	8273 8936	9621 11186	14740 15259	9408 10242	+ 8.9	7996
N.J. 33 & N.J. 34	Wall Twp., Monmouth Co., 0.5 mile west of Rt. 547	W. B.	1955 1956	6486 6840	7940 9074	12393 12706	7532 7989	+ 6.1	6202
N.J. 35	Middletown Twp., Monmouth Co., 0.5 mile south of County Road 12	N. B.	1955 1956	10206 10488	12082 12084	10569 10905	10661 10835	+ 1.6	9307
501	Hudson Blvd., Union City, Hudson Co., on bridge over Lincoln Tunnel Approach Road	N. B.	1955 1956	11427 11187	11426 10586	8488 7505	11201 10751	- 4.0	10616
513	Prospect St., Dover, Morris Co., between Lawrence and Spring Sts.	Both	1955 1956	3892 4152	3958 4251	3669 3735	3920 4161	+ 6.1	3643
517	Allamuchy Twp., Warren Co., 2.6 miles north of D.L. & W.R.R.	Both	1955 1956	1626 1524	1876 1672	1910 1882	1696 1611	- 5.0	1484
524	Farmingdale, Monmouth Co., 0.276 mile west of North Main St.	Both	1955 1956	3173 3356	3697 3952	3534 3899	3315 3538	+ 6.7	2920
535	East Brunswick Twp., Middlesex Co., 0.7 mile south of Rt. 18	Both	1955 1956	3115 3479	3201 3462	3568 3625	3238 3508	+ 8.3	2901
Co. Rd. 11	Lakeview Ave., Paterson, Passaic Co., between Buffalo and Delaware Aves.	N. B.	1955 1956	4838 5156	3997 4235	3464 3434	4549 4803	+ 5.6	4319
Co. Rd. 19	Pittsgrove Twp., Salem Co., 300 ft. north of junction County Roads 19, 22, 23	Both	1955 1956	2172 2256	2410 2542	2060 2268	2245 2320	+ 3.3	2014

JUNE

Route Number	Location	Dir.	Year	Aver. Wkdy. Tue. Wed. Thu.	Aver. Sat.	Aver. Sun.	Monthly Aver. Day	% Gain or Loss	1955 AADT*
Co. Rd. 25	East 7th St., Plainfield, Union Co., between Franklin Place and Richmond St.	Both	1955 1956	10245 10522	9477 9672	7662 7617	9869 10069	+ 2.0	9380
Co. Rd. 73	Park Ave., Newark, Essex Co., between North 9th & North 11th Sts	W. B.	1955 1956	10624 10388	9561 9293	7749 7299	10095 9849	- 2.4	9652
Asbury Ave.	Asbury Park, Monmouth Co., between Railroad Avenue and Rt. 71	E. B.	1955 1956	4329 4246	6612 6958	5683 5451	4855 4812	- 0.9	3807
Ave. C	Bayonne, Hudson Co., between West 54th and West 55th Sts.	S. B.	1955 1956	4929 4754	3849 4144	3684 3753	4607 4626	+ 0.4	4067
Baird Blvd.	Camden, Camden Co., between Raritan and Randolph Sts.	N. B.	1955 1956	12254 10204	11340 9509	7539 7016	11508 9726♦	- 15.5	7735
E. State St.	Trenton, Mercer Co., west of Monmouth St.	W. B.	1955 1956	6625 6202	6048 5406	4300 3870	6264 5765	- 8.0	6026
S. Grove St.	E. Orange, Essex Co., 225 ft. south of Central Ave.	Both	1955 1956	7676 7290	6879 6453	6242 5738	7359 6989	- 5.0	7488
Ventnor Ave.	Ventnor, Atlantic Co., 40 ft. south of Jackson Ave.	N. B.	1955 1956	5639 5656	6370 6737	5500 5128	5744 5727	- 0.3	5130

* Annual Average Daily Traffic

♦ Federal St. under construction, traffic in 1955 and 1956 not normal on Baird Blvd.

TRAFFIC COUNTS

This month we inaugurated a new service in supplying each of the counties, ten major cities and several non-governmental bodies and associations, a total of 60 in all, with the first of a regular monthly report of our permanent station traffic counts.

Produced ourselves at small cost that will undoubtedly be offset by our not having to be constantly digging out material and answering specific requests for information along the traffic volume and trends line, this four-page pamphlet will enable the interested parties to maintain their own files on the subject.

Our Planning and Traffic Bureau has found that some of the other state highway departments have instituted similar reports that have proved to be mutually advantageous both to them and the recipients. A copy of our first report is included for your information.

PLANT FACILITIES

During the past month the Alcoholic Beverage Control people vacated the portion of our Fernwood Service Station Building #17 that they have been occupying for quite some time. Our Equipment Bureau moved into the vacated area without delay and began setting up a centralized stores section that has been planned but kept from fruition due to lack of space.

TWO-WAY RADIO

Installation of our two-way radio system is now virtually complete. The system comprises 170 mobile (car and truck) units, six base stations and a link to State Civil Defense Headquarters at Wilburtha. Coverage is now Statewide, around the clock, seven days a week and tied in with Civil Defense so that our facilities are available in any emergency.

The 170 mobile units are located in cars and trucks assigned to our various field supervisors, service vehicles and maintenance foremen throughout the State. Also included in our system is one vehicle of the Law and Public Safety's Claims Division function here.

The six base stations are so located that geographical coverage is complete with double assurance. The two main stations, Trenton and Newark, each have a 250 watt output. Trenton can communicate with all the other base stations throughout the State. The outlying base stations can communicate with their adjacent base stations as well as Trenton. The smaller stations, with a 60 watt output, are located at Netcong, Toms River, Vineland and Merchantville.

CENTERLINE BARRIERS

Continuing our experimentation in an effort to provide as near positive definition of the barrier curbs during all night conditions as possible, we recently replaced the pedestal type reflector units along Route U. S. 22, between Vaux Hall Road and Empire Street, Newark, with units mounted directly on top of the curb.

CENTERLINE BARRIERS, cont'd

The pedestal type included some with reflectors four feet above the top of the curb and others two feet lower. The new installation, with the reflector units mounted on a simple metal angle that is bolted to the curb top, puts the warning more within the range of oncoming headlight beams.

Other important moves along this same line were replacement of the crystal (clear white) reflectors with red ones of the same size, and increasing the number of units so that they are spaced not more than 200 feet apart on the straight-aways and 75 feet apart on curves.

TRAINING PROGRAM

Training Programs now being developed for personnel in our Bureau of Equipment Operations will present many opportunities for self-improvement to bureau employees and subsequent improvement in bureau services.

Through the cooperation of automotive equipment manufacturers, the first of these on-the-job specialty courses - consisting in this instance of lectures and demonstrations in the repair of automatic transmissions, was presented during working hours to a total of 50 men having maintenance repair duties. Schedules were set up so that attendance would not seriously hamper daily operations. The interest displayed by the trainees was most encouraging; attendance was excellent.

The cost to the Department in lost man hours of production was slight in comparison to the long-run returns in efficiency and morale that can be reasonably expected. Manufacturers bore the entire cost of the instruction.

BERGEN-PASSAIC EXPRESSWAY

On August 6 the Commissioner and State Highway Engineer held a luncheon meeting with Senator Jones, Executive Director Austin Tobin of the Port Authority and a representative of the consulting firm of Parsons, Brinckerhoff, Hall and Macdonald re: the alignment of the Bergen-Passaic Expressway and the second decking of the George Washington Bridge. The Senator said that he had visited many of the municipalities and discussed the alignment with officials. Still on his agenda were Teaneck, Englewood, Leonia, Fort Lee and Bogota. He believes that he will be able to put before us concrete suggestions for alignment modifications shortly.

Senator Jones also indicated that the Bergen Assembly delegation will vote favorably on S-326 which authorizes the State Highway Commissioner to designate interstate routes as freeways in conformity with the requirements of the Federal Highway Act.

CAPE MAY-LEWES FERRY

We have just received the engineering report on the Cape May-Lewes Ferry as prepared by the consulting firm of Parsons, Brinckerhoff, Hall and Macdonald. Copies were sent to Senator Sandman, but general distribution is not contemplated pending receipt of a financial report. It is of interest to note that of the \$30,000 working capital set up to carry out these studies the engineering report was obtained for \$9,500, considerably below the estimated price.

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